Customer Pay Automatic Transmission Core Return Form

THIS INFORMATION IS CRITICAL TO THE REMANUFACTURING PROCESS.
THE TRANSMISSION CANNOT BE REBUILT WITHOUT IT. BE SURE TO FILL IN THE FULL 12 DIGIT ENGINE NUMBER.
THIS IS REQUIRED TO FULLY IDENTIFY THE TRANSMISSION. IF THE TRANSMISSION IS RETURNED WITHOUT
A FULLY COMPLETED CORE RETURN FORM, YOU WILL BE INVOICED A $50.00 SERVICE CHARGE.

TO RECEIVE CORE CREDIT, THE CORE MUST BE RETURNED IN THE ORIGINAL CARTON WITH AN AUTHORIZED RETURN PACKING LIST (OAR). REFER TO THE MOST CURRENT PARTS INFORMATION BULLETIN FOR COMPLETE RETURN PROCEDURES.

PLEASE TYPE OR PRINT WITH BLACK INK

DEALER NAME _____

CITY _____

STATE _____

NOTE: STREET ADDRESS NOT REQUIRED

DEALER NUMBER _ _ _ _ _ _ (6)

CLAIM NUMBER _ _ _ _ _ _ (6)

YEAR _____ MODEL _____

VIN.# _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ (17)

ENGINE # _ _ _ _ _ _ _ _ _ _ _ _ (12)

MILEAGE _____

NOTE: DO NOT Enter Transmission Part Number!

FAULTY TRANS SERIAL # _____

NEW TRANS SERIAL # _____

NOTE: On electronically controlled transmissions indicate the problem code that was displayed on the A/T control unit:

CODE _____

Additional problems or comments:
(Please describe in detail)

SYMPTOM	REPORTED BY DEALER	CONFIRMED BY FACTORY
Engine runs, but car does not move in any gear.		
Car moves in R and 2, but not in D3 or D4		
Car moves in D3, D4 and R, but not in 2.		
Car moves in D3, D4 and 2, but not in R.		
Car moves in N.		
Excessive idle vibration.		
Slips in all gears.		
Slips in low gear.		
Slips in 2nd gear.		
Slips in 3rd gear.		
Slips in 4th gear.		
Slips in reverse gear.		
Slips on 2-3 upshift.		
Slips on 3-4 upshift.		
No upshift; trans stays in low gear.		
No downshift to low gear.		
Trans will not shift into 4th gear in D4.		
Late upshift.		
Early upshift.		
Erratic shifting.		
Harsh shift (up & down shifts).		
Harsh shift (1-2).		
Harsh shift (2-3).		
Harsh shift (3-4).		
Harsh kickdown shift (2-1).		
Harsh downshift (3-2) at closed throttle.		
Axle(s) slips out of trans on turns.		
Axle(s) stuck in trans.		
Racheting noise when shifting into R.		
Loud popping noise when taking off in R.		
Racheting noise when shifing from R to P, or from R to N.		
Noise from trans in all selector lever positions.		
Noise from trans only when wheels rolling.		
Gear whine, rpm related (pitch changes with speed).		
Engine stalls on emergency stops (shift lever in D4 only).		
Lock-up clutch does not lock up smoothly.		
Lock-up clutch does not operate properly.		
Trans leaks oil externally.		

SIGNATURE OF DEALER SERVICE MANAGER

DATE

AJA42625